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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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1. In 1946, of the total working hours of the Polish Merchant Marine, .9.8 percent of the time was taken up by overhaul. This ratio has been gradually rising, so that by 1952 it had reached 17 percent. The figure was accepted as the norm for the P.L.O. Technical Department in Gdynia, and this may not now be exceeded.
2. The increase of time spent by ships in overhauls, despite the technical "rejuvenation" of the fleet by five percent, is due to the following reasons:
  - a. For political reasons and for fear of the crews' escaping during the ships' calls at West European ports, all politically unreliable individuals are being dismissed from the merchant marine. This applies particularly to trained pre-war personnel, especially officers. A politically reliable element is being engaged instead, the training and professional preparation of which is most inadequate. This is spoken of as "class promotion" ("awans społeczny").
  - b. Frequent changes in appointments arise from a personnel policy which, fearing that members of crews may have contacts in the West and also that members of a ship's company may become too friendly, transfers individuals from ship to ship regardless of their usefulness.
  - c. Some Polish merchant ships were transferred from Lloyd's Register to the Russian Morski Rejestr, the requirements of which, concerning technical control, are much stricter, i.e., all mechanisms have to be dismantled every four years for inspection, which causes disproportionate delays in the overhaul of ships.

The requirements of the Russian Morski Rejestr regarding navigation are uniform with those of Germanischer Lloyd.

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3. The Central Administration of the Polish Merchant Marine for some time now has been subjected to pressure from the Party, which wishes it to transfer all ships to the Morski Rejestr . This transfer is opposed by the Technical Inspectorate of the Polish Ocean Lines for fear that it might easily immobilize the whole Polish merchant fleet. The main argument used by the Technical Inspectorate is the lack of spare parts.

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